

that in 1908 Mr. Belmont requested that the racing associations contribute money to a fund to be used by him under advice of counsel for further legal expenses. A. Yes, but that was not quite the way. When I returned from Europe the racing associations were in litigation, and it was necessary to look after my disposal for that purpose. It was in order to keep the expenses down as much as possible.

Q. Is it correct that there was a change of policy in 1907? A. Yes, in a way. I had not given much attention to matters prior to that time. The firm of Davis, Stone & Auerbach had been attorneys for all the racing associations for fifteen years. This change was a change in method of payment rather than of conducting business. I volunteered, or rather was asked, to give it my attention. I had paid little attention because when my term expired politics for the first time entered into racing. It was conveyed to me, Higgins, that there was patronage in the racing commission. This led to the appointment of two Commissioners, both of them Republicans. I did not give as much attention to matters after that as before.

Quit Advising With Counsel.

Q. In what way did you give up your interest? A. Well, in the matter of advising with counsel.

Q. When Davis, Stone & Auerbach appeared for me against whom action had been brought to collect wages, who employed them? A. I don't know.

Q. What I want to find out is whether when Davis, Stone & Auerbach appeared for the bookmakers they were paid by the jockey club? A. Well, it was the duty of the racing associations to look after those matters because the public attended the races and it was their duty to keep track of how things were going.

Q. Now what was the purpose of that \$100,000 fund? A. To defend litigation and to disseminate a proper understanding of racing matters.

Q. In 1908 the Westchester Racing Association expended over \$10,000 for publicity. Was any of this \$100,000 expended for publicity? A. Yes.

Q. What was the purpose of \$10,000 expenditures in 1907? A. Oh, I don't know—that was too long ago.

Q. Who is Mr. Minton? A. He has a publicity organization.

He Retained Minton.

Q. Who retained Mr. Minton? A. I did.

Q. Do you know what he did? A. Oh, I can't tell you. That's a sort of work it is impossible to follow the details of.

Q. Did he ever render any bills? A. No.

Q. Who is Mr. Fitzgerald? A. He was President of the Brighton Beach Racing Association and for many years a newspaper man.

Q. What was the payment of over \$2,000 to Mr. Fitzgerald? A. He published a pamphlet and wrote a number of articles.

Q. What was the payment of \$5,000 to Mr. Thornton for? A. He interested a number of clergymen.

Q. This was for missionary work among the clergymen? A. Yes. It was for expenses he and they had.

Q. Why did he request your personal check? A. I do not recall. He can tell you better himself.

Assemblyman Makes Denial.

Charles F. Murphy, former Assemblyman from Brooklyn, who was Chairman of the Codes Committee that reported the Agnew-Hart bills in 1908, was the first of those who proceeded Mr. Belmont on the stand.

"Were you acquainted with Frank J. Gardner during the season of 1907?" asked the committee's counsel.

"Yes, sir," said the witness.

Q. Did you meet him in New York while the racing bills were under consideration? A. Yes, once at the Manhattan Hotel.

Q. What did Senator Gardner say to you? A. This was the day before the bill was reported by my committee. He asked me to hold it in the committee.

Q. Did he offer you a consideration if you would hold the bill? A. He did not.

Q. What did he tell you was his reason for wanting the bill held back? A. He did not give any and I did not inquire. I only had two minutes talk with him.

Q. Did any one ever approach you in a sinister way regarding these bills? A. No, sir.

Q. And you have never so stated to any one? A. I have not.

John A. Conroy, an accountant at August Belmont's office and treasurer of the Westchester Racing Association, produced the books of that association.

"How much were the legal expenses of your association in 1907?" asked Mr. Bruce.

"They were \$15,627."

Big Jump That Year.

Q. How much in 1908? A. They were \$29,395.

Q. How much in 1909? A. Nothing.

Q. Under date of Feb. 8, 1908, is there a payment of \$300 to Mr. Minton? Can you explain that? A. Yes; it's a charge to publicity account.

Q. Is this the voucher that directed the payment of that amount to Mr. Minton? A. Yes.

Q. Underneath are the words "advance on account." Is that in Mr. Belmont's handwriting? A. Yes.

Q. I notice the check is not deposited in any bank. That would indicate that was turned back to Mr. Belmont and a gave the cash for it, would it not? A. Yes.

Q. On Feb. 14 there is a record of a payment of \$2,416 to C. J. Fitzgerald; was that for publicity? A. Yes.

Q. Is the voucher signed by Mr. Belmont? A. Yes.

Q. Was the check counter-signed by Mr. Belmont? A. Yes.

Q. Do you know Mr. Thornton? A. No, sir.

Amassa Thornton's Letter.

"I notice that attached there is a letter as follows:

"Dear Mr. Belmont—Unless it makes a great difference with you I would rather have your check. The

amount is not large, and I prefer to have my dealings with you.

AMASSA THORNTON'S.

Q. On March 5, 1908, have you another payment on record of \$250, with the voucher signed by Mr. Belmont? A. Yes.

Q. Do you know W. B. Hunter? A. No.

Q. Have you a charge against him on May 18, 1908, for \$500? A. Yes.

Q. What was it for? A. Publicity.

Q. And the voucher and check were signed by Mr. Belmont? A. Yes.

Q. Did Mr. Hunter get more money two days later? A. Yes, \$1,000.

Q. The check and voucher were counter-signed by Mr. Belmont? A. Yes.

Q. And he drew the cash? A. Yes.

Q. Did Mr. Hunter get any more money for publicity? A. Yes, \$1,000 on May 24.

Q. How much more is charged in 1908 in your legal expense account for publicity? A. I don't seem to find a record.

Q. Haven't you a charge of \$750 on May 24 for a press bureau? A. Yes.

Q. Does the voucher read provision for \$500 account of Jockey Club for press bureau? A. Yes.

Big Sum for Publicity.

Q. Now, Mr. Conroy, how much was paid by the Westchester Association in 1908 for publicity? A. It was \$17,472.35.

Q. And the entire legal expenses were \$20,000? A. Yes, sir.

Q. Do you know what services were performed for this money spent for publicity? A. I don't know.

Q. Who had charge of engaging these men? A. I don't know.

Q. In November, 1908, the Westchester Association paid to Mr. Sturges, treasurer of the Jockey Club, \$7,714. What was that for? A. All I know about it is that it was for legal expenses.

Q. Was any money paid by your association to Mr. Conroy in 1908? A. There was \$3,716 in September.

Q. Do you know Mr. W. C. Perry? A. Yes, he is a lawyer.

Q. Have you a record of payment to him? A. Yes, \$15 in September, 1908.

A. Mr. Earlock, an official of the Saratoga Racing Association, was next called.

Mr. Earlock said the Saratoga Association spent only \$2,181 for legal expenses in 1907, while the legal expense in 1908 was \$15,240. The amount charged to this account was \$15,240.

On Sept. 5, 1908, the books show that Andrew Muller, the president, was paid \$25,000.

"That was for back salary," said Mr. Earlock.

Q. I notice you had to sell some bonds to pay this bill? A. Yes.

Q. Why was the bill delayed until 1907? A. There was a long argument over it.

Q. How are payments directed to be made? A. On bills or vouchers.

Has No Bill for It.

Q. Have you a bill for Mr. Miller's \$25,000 account? A. No, sir.

Q. Mr. Miller is publisher of Life and a man of large business interests, isn't he? A. Yes.

Q. Besides signing checks, what else does Mr. Miller do for the Association? A. Oh, he looks after affairs during the racing meetings.

Q. Have you seen Mr. Miller recently? A. No, I have not.

Q. Do you not know where he is now? A. No, I do not.

Algeron Dainfield, assistant secretary and treasurer of the Jockey Club, was then recalled to the stand.

Q. Last week, Mr. Dainfield, you stated that you had personal charge of the collection and disbursement of \$31,000 in 1907? A. Yes.

Q. Now the fact is that in 1909 you were informed that there was \$10,000 legal expenses of the year before that had to be settled? A. Quite correct.

Q. Can you give us the figures showing what the racing associations paid in 1907? A. I can get it for you.

LOW FIRE RATES BY THE MUTUAL INSURANCE CO.'S.

Before taking up the race track investigation, the Legislative Committee today probed a little deeper into fire insurance matters.

Roland W. Toppin, president of a number of "mill" mutual fire insurance companies, gave the committee important evidence on the cost of insurance. He declared that while "mill" risks are considered the most hazardous, the mutual companies paid their losses and expenses out of 25 per cent. of the premium collected and that 75 per cent. was returned to the insured.

Forced Rates Down.

Mr. Toppin told of the formation of the mutual companies and declared that in many places they had forced the stock companies to meet their rates. Mr. Toppin's companies are only licensed to do business in Rhode Island and North Carolina.

Insurance Is the Statement of Cost of Insurance in New York City given to the committee yesterday by Willis O. Bobb, manager of the New York City fire insurance exchange. Mr. Bobb admitted that the stock companies collected \$88,000,000 a year in premiums and paid back some variously estimated at from \$7,000,000 to \$10,000,000 in losses to the policy holders.

Edward V. French, vice-president and engineer of the Arkwright Mutual Fire Insurance Company, testified that the installation of automatic sprinkler systems in theatres would prevent such disasters as the Iroquois fire in Chicago.

"If the law required the installation of such systems, would there be a chance of such a disaster as the recent Newark fire?" asked Judge Bruce.

"Such things would be practically impossible," said the witness. "The fire would have been checked until all the people got out."

Q. What do you think of enacting a law compelling the installation of a sprinkler system in theatres, schools, factories, hotels and places where large numbers of persons gather? A. It would undoubtedly be a good thing.

Lawyer George L. Fox Dead.

George L. Fox, lawyer and politician, who had held many public offices, is dead at his home, No. 157 Taylor street, Brooklyn. Mr. Fox was born in New York City seventy-nine years ago. He retired from active practice of law in 1906.

COLIN CLARK HEADLINE.

LATVIAN BROMO QUINN, the world wide and Latin remedy, remove scum, call for full name book for Agents B. GROVE, Sec. 4.

FOURBOROUGH SUBWAY OFFER LACKS BOND TO GUARANTEE FIVE-CENT FARE TO CONEY

\$45,000,000 in Present Subway Is Evidence of "Good Faith," Says Vanderbilt.

MORE DELAY IS FEARED.

Chairman Willcox Says: "Somebody May Come in With More Favorable Plan."

What guarantee has the City of New York and the people of the city that the Interborough Company is acting in good faith in offering to operate the subway extensions on a five-cent fare basis?

Is it not a natural inference that the Interborough offer, apparently so generous, was made for the purpose of befogging the situation, shutting out competition and forcing delay until such a time as more favorable terms can be secured—perhaps through a new Public Service Commission?

These questions follow on the heels of the Interborough proposition as night follows day. The people of New York, from an experience of five years with the Interborough corporation, are disposed to regard with suspicion any proposition put forth by that combination of capital.

McAdoo Offers \$1,000,000 Bond.

The inquiries were put today to Cornelius Vanderbilt, a member of the Executive Committee of the Interborough Rapid Transit Company. Theodore P. Shonts, president of the corporation, Andrew Freedman, a director, and William R. Willcox, chairman of the Public Service Commission. It was pointed out to them that while William Q. McAdoo, in connection with his Tri-borough offer, volunteered to put up a bond of \$1,000,000 to bind the contract, no mention of a bond or forfeit was made in the Interborough proposition.

"You can say for me," said Mr. Vanderbilt, "that the Interborough Rapid Transit Company, so far as I represent the spirit of that company, is quite willing to furnish any bond that the city authorities may deem necessary for the faithful performance of our proposition for the transit relief of the city."

"The company now has more than \$45,000,000 of its money invested in the present subway, which is an evidence of good faith. But if this is not considered sufficient by the city authorities in accepting our proposition I am sure our board would meet any additional requirements which might be reasonable."

Bond? Why, Yes, If Required.

"Does Mr. McAdoo think we haven't got \$1,000,000?" remarked Andrew Freedman, who was present. "It is absurd to raise the question of a bond in connection with our plain, businesslike offer. We have offered New York City as fine a proposition as ever was presented to a municipality."

"Not only is it a good plan, but a speedy one. As Mr. Vanderbilt has said, there is no question about a bond for \$1,000,000 or more; if it should be required by the city. Our proposition is a genuine one. We hope to be able to give the people of New York the longest ride for a nickel in the world and over the best equipped property."

"In making our proposition," said Mr. Shonts, "we have taken the ordinary course, which has always been followed. The question of a bond has never come up. The time to give consideration to this question would be when the city authorities raise it."

"I have no reason," said Chairman Willcox, "to doubt the good faith of Mr. Shonts and his associates. I can see no reason why Mr. Shonts's offer should not be considered a straightforward promise to perform certain things, in the event of a contract being made between the city and the Interborough."

The fact that Mr. Shonts makes no mention of intention to execute a bond for the faithful performance of his contract of the contract is not important. In case the city enters into a contract with the Interborough, a guarantee will be required for the proper operation of the present subway.

"It would be well to bear in mind that Mr. Shonts is simply making a proposition to the city. Whether it will be accepted or not I do not know. While we are anxious that there should be no further delay, somebody else might come in with another proposition more favorable to the city than that of Mr. Shonts."

Five-Cent Fare Assured.

"If the Interborough offer is accepted the city will enter into a contract with the Interborough, and in this contract the rights of the city will be fully protected. In addition to its investment of \$50,000,000 the Interborough will be required to put up a reasonable guarantee."

"The offer of the Interborough is the outgrowth of conferences and struggles that have extended over a period of a year. It must not be inferred by the public that the offer of the Interborough in respect to operation of extensions, five-cent fare and other vital features were made voluntarily."

"Acting for the Public Service Commission I insisted upon these points. The discussion reached a stage where the Interborough people fully understood that unless they agreed to operate all extensions, to make a five-cent fare rate all over the system and to relinquish to the city the extensions at the end of ten years from the beginning of operations in the case the city should want to take them over, no offer of any kind would be considered."

In the event of the city deciding to take over the extensions a spur could be

built through Thirty-fifth street or thereabouts, connecting the upper east side and lower east side lines and making of them and their extensions a competing system.

Long Fight for Five-Cent Fare.

"The Convey Island offer of the Interborough fully justifies the demand of 'The Evening World' for a five-cent fare to Convey Island," said State Senator Robert F. Wagner today. Senator Wagner, at a suggestion of 'The Evening World,' has four times introduced a five-cent fare bill in the Legislature—twice in the Assembly and twice in the Senate.

"Possibly the Interborough would be willing to assume all the risk of operating the Fourth Avenue subway," said Senator Wagner. "But not wishing to offend the members of a Public Service Commission, who voted for a five-cent Convey Island fare, the Interborough has evidently deemed it prudent to propose that the city assume the risk. For, bear in mind, the Interborough's proposition as a whole must be passed upon by the commission before it can be approved by the Board of Estimate and Apportionment."

Is Notice to B. R. T.

"At the next session of the Legislature I shall re-introduce the Five-Cent Fare bill, and this time I believe it will receive the approval of the Governor and become a law. The Brooklyn Rapid Transit Company ought to be willing to do as much for the public as the Interborough. I have not heard of the B. R. T. offering to enter into a partnership with the city to share the profits of its Convey Island business upon a five-cent fare or any other basis."

In 1907 Senator Wagner, then an Assemblyman, introduced the first Five-Cent Fare bill in the Legislature. It passed the Assembly, but was killed in the Senate, largely through the instrumentality of "The" McManus and other supposed friends of the working classes. The following year McManus, in a determined effort to square himself with his constituents, worked for the bill which passed both houses of the Legislature. Gov. Hughes vetoed the measure for the reason, he explained, that the subject was one that should go before the Public Service Commission.

In 1909 Senator Wagner got the measure through the Senate, but it was killed in the Assembly. When the Speaker Wadsworth, who allowed it to die in the committee on rules. Last year Senator A. New, in charge of the committee on railroads, refused to report the bill out, and a motion to discharge the committee from further consideration of the measure was lost by a narrow margin. When the Legislature met again, the measure was re-elected to the Legislature.

The Public Service Commission, after the veto of the second bill, took up the question. For nearly two years its members pondered. Then three of the \$10,000,000 Commissioners voted for a ten-cent fare, while the two others held a "wisdom" majority and merely reported in effect that the Brooklyn Rapid Transit Company ought to charge five cents to Convey Island on week days.

Subway Arrest For Swindle of Kaiser's Jeweler.

"Don Ciriolo Jose de Elorduy" Held on Charge of \$30,000 Fraud.

Detective Lieutenants Ditch and Hunter arrested a well-dressed, bejeweled man on the platform of the Times Square station of the subway this afternoon and locked him up at Police Headquarters on a charge of having been implicated in a swindle in Munich twelve months ago. The prisoner, who is known in Munich as Don Ciriolo Jose de Elorduy, is charged that he got into the good graces of Count Jenero Otto Koch, of Frankfurt-on-the-Main and represented himself to him as wealthy Mexicans, anxious to invest surplus funds in jewels. Count Jeweler Koch, it appears, allowed the two strangers to take jewelry valued at \$12,000 marks—over \$30,000 of our money—and received therefor a check which he subsequently found to be worthless.

The Munich police sent out descriptions of the swindlers to police authorities in all the large cities of the world. From the description given in one of the papers in Munich and from the fact that Don Ciriolo, &c., beyond admitting his identity and claiming that he is an American citizen, with a wife and children in San Francisco, the prisoner had nothing to say.

Santa Claus Is Coming.

WILL HE FIND YOU LIVING IN AN APARTMENT, FLAT, HOUSE OR FURNISHED ROOM THAT WILL AFFORD YOU THE PROPER CHIMNEY PLACE? LIGHT AND HEAT? DINING FACILITIES? KITCHEN REQUIREMENTS? Last month \$3,275 "To Let" advertisements were printed in 'The World' over 11,000 more than in ANY OTHER New York newspaper.

Prepare for St. Nick Without Delay.

Read World "To Let" Ad. and Move Right Away.

CAPTAIN OF KAISER WHO BROUGHT HER DISABLED TO PORT.



CAPT. POLACK

BRINGS BIG LINER WITH PROPELLER LOST INTO PORT

Capt. Polack, Once Decorated for Like Feat, Navigates the Crippled Kaiser.

Capt. Charles Polack, who won a decoration once from his sovereign for a wonderful piece of seamanship in taking the big Kaiser Wilhelm der Grosse of the North German Lloyd into port with her rudder gone, performed well again as worthy a feat when he docked the liner this morning, after having brought her all the way from the Banks with her port propeller lost and her tail shaft broken off, maintaining an average speed of 17-1/2 knots an hour.

In his modesty the big skipper insisted that a prevailing northwest wind helped him along from the time the accident happened on Monday, but those aboard unflinchingly declared that it was Capt. Polack's masterly handling of the vessel that had enabled them to land in New York less than twenty-four hours behind the schedule time.

As Col. John Jacob Astor, one of the passengers, parried from Polack he said: "Captain, I am now convinced that you could have sailed his home with no propellers at all." Whereat Capt. Polack grinned under his huge brown beard.

Very Rough Weather.

After leaving the other side the Kaiser Wilhelm der Grosse had very rough weather, with head seas, until Monday. Then the storm abated. In the afternoon she was bowling along briskly in an almost, lifeless sea when at 2:45, in latitude 53.2, longitude 58.3, there was a jar which shook her great hull. This was followed by the racing of the port engine.

Almost instantly, however, this last disturbance ended and the ship began to slow down gradually. There was practically no excitement at all, so the officers said, and few of the passengers in the steering realized that anything had happened.

Investigation showed that the port propeller had snapped short off. As it dropped the vast weight of whirling metal broke the tail shaft and also ripped away the stern base outward. Automatically the balance beam, filled with water, which brought the stern down to its proper bearings. In less than an hour Capt. Polack had the liner under way again, using the starboard engines alone.

Yesterday he sent a wireless to the agents here that he didn't think he could get to before this afternoon, but the fair wind held good, and for one hour last night he maintained a speed of 20 1/2 knots, which is only a knot and a half behind the ship's average gait.

Spurns Aid of Tugs.

As a result the ship crossed the bar long before she was expected. A couple of company tugs hurried down the bay ready to tow her in, as a big boat with only one propeller is apt to be badly in a sea way. But Skipper Polack was not for a record and disdained their aid, he came up through the Narrows under his own steam and ducked handsily without any more help than if his ship had not been crippled.

Some of the passengers who had wired Capt. Polack to meet them this afternoon found nobody on the pier to help them with their luggage.

One of these was Mrs. Theodore Shonts, returning from a several months' stay abroad. Mrs. Shonts said she left her younger daughter, Miss Marguerite Shonts, with Miss Shonts's sister, the chesses de Bathurst, in France, and that she would go back herself after spending a few weeks in New York. She denied the report that Miss Shonts was engaged to a titled foreigner.

Col. Astor followed his usual custom of coming up the river on the bridge alongside the ship's master. His secretary, W. A. Dobbin, met him at Queensbridge with news of the fire which damaged his yacht, the Noma, at South Brooklyn. With Col. Astor was his son Valentine.

\$250,000 Mill Fire.

WINNIPEG, Man., Dec. 7.—The Rat Portage Lumber Company's big mill in St. Boniface, across the river from here, a destroyed by fire at 3:30 p. m. today. Estimated loss, \$250,000.

RUTT AND STOL READY FOR SPRINT TO REGAIN LAPS

MacFarland and Clarke Also Promise Excitement in Six-Day Race.

SCORE 65TH HOUR.

Mehr and Goulet	1,265	4
Fogler and Miller	1,265	4
Root and Moran	1,265	4
Mitten and Thomas	1,265	4
Cameron and Walstead	1,265	4
Pye and Walker	1,265	4
Collins and Brobeck	1,265	4
MacFarland and Clarke	1,265	4
West and Deanna	1,265	4
Rutt and Stol	1,265	4

Former record, 1,297 miles 5 laps, made by Pye and Mehr in 1909.

A crowd of 3,000 or more sat in the Garden this afternoon waiting for the sprint that would again pit MacFarland and Clarke, and Rutt and Stol into the running with the other seven teams that are tied for the lead in the six-day race.

Young blood will always assert itself, and this year it looks as if the old favorites are dug for a beating. The seven teams now tied for the lead are all behind the record, but are plugging along at a steady clip, and unless accidents happen should be ahead of the old figures before twenty hours have passed.

Two teams, MacFarland and Clarke and Deanna and West are tied for second place, and Rutt and Stol are all alone in third position.

Any minute is likely to bring about a thrilling sprint that will change the complexion of the race completely. Everybody wants to be on hand when the big sprint comes off, but there is no timing that.

Protest Not Allowed.

Chairman R. G. Kelsey of the National Cycling Association today overruled the protest filed by Rutt and Stol, who were lapped twice by the leaders in the six-day race at Madison Square Garden early today.

After the excitement of the early morning sprints it was found that the German-Holland team was far in the back. But immediately they appealed to the powers that be, and asked an investigation. Powers consulted with Chairman Kelsey. The chairman found that Rutt had no grounds for complaint, that he and his partner had been lapped twice fairly.

There was an accident during the now famous early morning sprint in which MacFarland and Clarke lost a lap, said Kelsey's partner. Somebody told Stol, Rutt's partner, to stop riding and the little Hollander got off the track. During this time, however, the riders had gone back on the track, and before Stol realized his mistake Jimmy Moran and the other leaders had passed him twice. Rutt relieved Stol, but could not retrieve his partner's lost ground. When Rutt was moved by Powers that the board refused to allow him any lost ground he said:

"Stol and I will continue in the race and will try our very best to get back those two laps. But I want the officials to keep their eyes open and give me the fairest treatment."

Seven Teams in Lead.

There were only ten teams left in the six-day bicycle race, and of these seven were tied for first place, two others tied for second.

Through Trains to Jersey City

Through trains now run in each direction without change of cars between 33rd St and 6th Ave and the Penna. R. R. and Lehigh Valley R. R. Station in Jersey City through the

HUDSON RIVER TUBES (McADOO TUNNELS)

Other stations along 6th Ave are at 28th, 33rd, 19th, 14th and 9th Streets. Save time, avoid delay, travel every few minutes. Travel by the Tubes.

Abcesses

"I should feel guilty of ingratitude if I did not tell of the benefits I have derived from Hood's Sarsaparilla. Five ugly and painful abscesses formed in the lower part of my abdomen. I was confined to my bed thirteen weeks and the pain was almost unbearable. A neighbor suggested that I try Hood's Sarsaparilla, which I did. I began to improve immediately, the abscesses began to heal, and I took the medicine until I was well."

Get it today. In usual liquid form or chocolate tablets called Sarsaparilla.

FURS

Buy Your Furs from MANUFACTURER and Save the MIDDLEMAN'S PROFIT.

SPECIALS:

American Pony Skin Coat, to inches long, lined with black silk, \$25

Angora Black Fox Pillow, to inches long, lined with black silk, \$27.50

Black Seal, Shawl Collar, lined with black silk, \$10

Black Seal, Shawl Collar, lined with black silk, \$12

We do repairing equal to new. Satisfaction guaranteed.

CHAS. HORWITZ

41 EAST 38th ST., Between Broadway and University Place. Established 1892.

LOST, FOUND AND REWARDS.

LOST—Ladies' best and light, silver watch, Patek Calibre 1444 and 1445, No. 4, 23 1/2, Patek, Calibre 1444, 1445, No. 4, 23 1/2, Patek, Calibre 1444, 1445, No. 4, 23 1/2.

DIED.

KELLY—PETER, the beloved husband of Catherine Kelly and father of John, Tom, Peter, Katie, Mary, Mary Morgan and Mrs. Agnes Donnelly. Passed away at his home, No. 8, at 2 P. M., from his late residence, No. 341 South 4th St., Brooklyn.

HELP WANTED—MALE.

MAN, 30 to 40 years, cook 150, 64 Broad St.

for second place and Rutt and Stol, one of the favorite teams had the lowest score.

After the sprinting had ended, Hill and Moran collided on the Twenty-seventh side of the Garden and were thrown from their wheels. Hill escaped injury but Moran's right leg and arm were lacerated. He was attended by one of the official physicians and returned to the track.

The afternoon was enlivened by several sprints that brought the spectators to their feet, but nothing approaching any lap winning was accomplished. Once Goulet, the Australian, and George Cameron, the ex-convict, attempted to "jump" the bunch and in a jiffy the rest of the riders were aroused by a riot of noise. All hands started in pursuit of Goulet and Cameron. Teammates resting on seats were hurriedly summoned and for a while the excitement was intense. The would-be lap stealers gained about half a lap before being caught by the rest, led by Goulet's foot.

PICKPOCKET GETS 10 YEARS.

Long Term for Man Who Stole Purse Containing 21 Cents.

Judge Malone in General Sessions today sentenced Joseph Klein, a notorious pickpocket, to five years in prison for ten years and also adjudged him an habitual criminal.

Klein is thirty years old and lived at No. 461 Bushwick avenue, Brooklyn. Nov. 15 last Detective McKenna of the Central Office saw him grab a handbag carried by Mrs. Fannie Ledovita at the elevated station at Fourteenth street and sixth avenue. The wallet turned out to contain only 21 cents. Klein pleaded guilty, but the Judge in sentencing him said: "Criminals like you need not expect any leniency from this court. Pickpockets are too great a menace to this community."

WILSON PLEADS WITH SMITH.

But Latter Declines to Quit Race for U. S. Senate.